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THE FOLLOWING INFORMATION IS CLASSIFIED SECRET

1. CONTINUED ANALYSIS OF [] REVEALS THAT ALL SIGNIFICANT

COMPONENTS OF THE SHUANG-CHENG TZU MISSILE TEST CENTER AND THE ASSOCIATED LARGE AIRFIELD CAN BE OBSERVED AND THAT NO NEW MAJOR FACILITIES CAN BE IDENTIFIED, ALTHOUGH OBLIQUITY AND SCALE PRECLUDE A DETAILED ANALYSIS. OF SIGNIFICANCE ARE INDICATIONS OF CONTINUED ACTIVITY AT THE CENTER SINCE [] MISSION 113, JUNE 1962. THE FOLLOWING TWO FEATURES WERE NOT PRESENT IN JUNE 1962: AT SSM LAUNCH COMPLEX A, HEAVY TRACK ACTIVITY IS EVIDENT BETWEEN THE LAUNCH AREA AND A POINT 3 TO 4 NATUICAL MILES (NM) DUE WEST, OR IN A DOWNRANGE DIRECTION FROM THE COMPLEX. EXTREME OBLIQUITY AND SMALL SCALE PRECLUDE DETERMINATION OF THE NATURE OF THE SCARRING AT THE TERMINUS.

2. A LARGE GROUND MARKER, CONSISTING OF A CROSS AND FOUR CORNER TICKS, IS LOCATED IN THE APPROXIMATE CENTER OF THE LARGE "L" INSTRUMENTATION PATTERN. THIS "L" INSTRUMENTATION PATTERN IS ASSOCIATED WITH AIRFIELD ACTIVITY.

3. THE RAIL SPUR, IDENTIFIED ON [] MISSION 100 OF JANUARY 1962, WHICH EXTENDS SOUTHEAST FROM THE SUPPORT BASE AND TERMINATES JUST SHORT OF THE SAND DUNES, HAS NOT BEEN CONTINUED BEYOND THE POINT WHERE IT ENDED IN JANUARY 1962. AT THE TERMINUS ARE A [] TURNING WYE, SEVERAL SIDINGS, TWO BRANCHES WHICH CURVE BACK TOWARD

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Excluded from automatic
downgrading and
declassification

THE SUPPORT BASE, AND SEVERAL BUILDINGS. THE NORTHERN CURVED
BRANCH WAS PRESENT IN JUNE 1962 BUT THE SOUTHERN CURVED BRANCH
WAS ADDED SINCE THAT TIME. SEVERAL STRINGS OF RAIL CARS ARE
VISIBLE ALONG THE SPUR, INDICATING CONTINUED ACTIVITY OF AN UN-
IDENTIFIED NATURE.

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